

## FIRST AID CHEST IN RUNNING BOARD IS TOURIST'S NEED

Spare Tube and Water From  
Radiator Make Ideal Hot  
Water Bottle for Any  
Emergency.

ADHESIVE TAPE ALSO  
AVAILABLE FOR INJURIES

Broken Bones, Nose Bleed,  
Cuts, Sprains, Etc., All Can  
Be Given Temporary Relief  
on the Road.

Nothing disturbed the perfect happiness and serenity of the trip until the car reached Pleasant Prairie. Though the 12 cylinders of the eight-hundred f. o. b. hummed smoothly along, all was not well within the car, relates Edna Purdy to a recent issue of Motor Life.

An old, stubborn neuritis of Mrs. Ames developed in her arm. In the hospital it had been easy to relieve the pain when it occurred, but out on a prairie, even with a doctor's hands, what was one to do?

"If only one had a hot water bag," he said, "some good hot water could be drained from the radiator of this nine-fifty f. o. b."

A hot water bag he would have, nevertheless.

A spare tube was taken from the tool compartment and cut with a chisel. A section about two feet long was cut and tied at one end with a stout cord which had been tied about a package of sandwiches. Holding the open end of the tube to the drain faucet of the radiator it was quickly filled with water of just the right temperature for a quick relief of the pain.

"Wouldn't make such a bad ice bag," thought the doctor.

The other end of the tube was then tied and applied to the painful arm.

After this experience Dr. Ames decided to heed the advice of the two prescriptions, one called "With" and the other "Without."

"With" was dedicated to those motorists who contemplated taking a long trip and wished to know the prime necessities in a first aid kit.

"Without" was sympathetically dedicated to those who left on a trip in a hurry, i. e., doctors and nurses who wished vacations from all things medical, car thieves and impetuous motorists.

A Sample Case.

Take the sprained ankle, for instance. Suppose the driver after going around to examine one of the shock absorbers on the nine-fifty f. o. b. should catch his foot in a rut and sprain it. Both "With" and "Without" would be at a loss. He would tell them how a sprained ankle could be bound so that the driver could both walk and drive in comparative comfort.

Those possessing a first aid outfit would be well supplied with four-inch adhesive tape. The "Withouts" he would remind that ordinary mechanic's tape taken from the tool box also would serve.

A strip of four-inch adhesive is first wound about the ankle twice, just above the ankle bone. The foot is then pressed in toward the front of the ankle as far as the patient's temper will allow, and the free end of the adhesive strip is then brought down over the bottom of the foot to hold it there in a firm, constricted position. Then it is crossed over and wound again about the ankle. If a heat job is made the shoe may again be donned and the driving resumed.

The doctor regretted that he found it necessary to give a first aid measure for the fractured bone. In his lean and early practicing days he would have liked to prescribe "Rush all patients to Dr. Ames, Mercy hospital."

But for humanitarian reasons he now prescribed for all motorists that in cases of broken bones or fractures it was better to do too little than too much—that, as a rule, the patient

should not be removed from the position in which he was found until examination could be competently made of the extent of the fracture or wound. Adequate protection to the fractured member, however, must be given in the form of some kind of splint, and this splint would often enable the patient to be driven to the nearest town with safety. A splint, such as the fence rail, barrel staves, or the like, could be used, but Dr. Ames, to be thoroughly a motorist, pointed out the advantage of folded side curtains as excellent protection to the broken leg or arm. The side curtains could be secured by mechanical tape, adhesive, or even by wire.

Broken collar bones also are of frequent occurrence in the automobile accident. In this case the shoulder droops considerably below that of the uninjured side. A support of cotton waste could be wedged in the armpit of the injured side until medical aid could be secured, but Dr. Ames points out the danger of the large vein beneath the clavicle which might be severed by the cotton waste if the operation is not done by one understanding anatomy.

There are as many kinds of wounds as there are automobiles themselves, and it is a hard matter for the doctor to tell the laws for their first aid. Incised wounds, lacerated wounds, punctured wounds, etc., will all require a different treatment in their final sewing up, but Dr. Ames laid particular stress on not washing these wounds with any old water, as they do in the movies.

If one does not come prepared for the accident on tour, with salt solution, sterile cotton and gauze, etc.—it is better to leave the wound alone and get to the nearest town as quickly as possible, or to a farmhouse, where hot water, which has been boiled for 10 minutes, and to which a teaspoon of salt to a pint of water is added, can be used to cleanse the wound. It should then be bandaged with soft cloths which have been also boiled for 10 minutes. Care should be taken to apply these sterile cloths without touching the hands or any other unsterilized object to the side which is applied to the wound.

Excessive bleeding from a wound, however, calls for action more quickly, and also considerable thought. If the bleeding is from an artery, the blood will come with a good deal of force, in spurts or jets. To stop it, the "route" of the injured artery should be ascertained and the thumb pressed firmly upon it between the wound and the heart. If the artery injured is too deep to find, an extra compress may be made of a stone, or a heavily wadded piece of cotton waste tied firmly to the wound about the leg, arm or injured portion and held in position for half an hour.

A hammer or screwdriver may also be used, placed between a handkerchief and the skin, and twisted firmly until the bleeding stops. This should be maintained on too long, however, as danger might result from too zealous action in this respect. If the bleeding is from a vein, the flow of blood will be in a steady stream, but without force. A compress or screwdriver treatment may again be used to advantage here.

The motorist who is not provided with emergency kits containing aromatic spirits of ammonia, caffeine, brandy, or other stimulant, will always find the faithful inner tube filled with hot water from the radiator a good stimulant in case of shock or accident.

Applied to the side or back of the patient who has fainted from sudden shock, burns or other accident, the heat acts as a valuable receiver. If one is so lucky as to have a vacuum bottle of cold water at hand, alternate applications of heat and cold are still better for quick stimulation.

The fainting patient should be stretched flat with head low and clothing loosened. Promiscuous stimulants should not be given unless recommended below the trip by a competent physician who knows the patient's condition.

One motorist gave Dr. Ames an experience of his to add to the first aid prescription, which he used in the case of a sunstroke. He had with him on the trip for repair emergencies, a flexible shaft which he attached to the crankshaft. Next taking off the fan of the motor he bolted this to the other end of the crankshaft which he supported on an amateur camera tripod, which they had with them on the trip. An "electric" fan treatment was thus given the sufferer. All afternoon, run by the gasoline motor.

Earsache is another ailment often met on the tour. A drop of the extensive use of electric light in hospitals and sanitariums for the quick relief of pain.

Dr. Ames prescribes for both the "withs" and "withouts," a searchlight treatment. With the glass from the search lamp removed, the heat and rays are sufficient to ease the pain, when held next to the ear.

It was easy work for Dr. Ames to prescribe a first-aid kit for the motorist who has the time to prepare for the trip. His first item on the list in importance was iodine, as the best and most convenient of sterilizing agents in case of cuts or infection. Peroxide he excluded, explaining that it is simply air and water, and not to be used in even amateur surgical procedures. The kit should consist of:

One tube of iodiform gauze for packing wounds.

Adhesive plaster, four inches wide—five-yard spool.

Two packages of sterilized cotton.

Salt for making salt solution for washing wounds.

Three-eighths-inch rubber tubing for tourniquet to stop bleeding.

Antidote for snake bite if a trip in the woods is contemplated.

Clean muslin, which has been boiled and put into boiled Mason jars, handled only with boiled tweezers in packing and cut in six by six-inch pieces.

Paracetamol.

A prescription of carbolic glycerine for earsache. Never use oil.

Oil of cloves or toothache gum.

Quinine perches in sheets for placing under gauze in dressing burns.

Alcohol for applying to superficial burns to prevent blistering.

Ipecac for use in case of poisoning, or secure white of egg from farm-house.

One can of Sterno heat.

Vacuum bottle or bottles.

Powdered picric acid for burns.

Scissors.

Safety pins.

Sand glasses.

Aromatic spirits of ammonia for tendency to fainting.

## AUTOS LEFT BEHIND.

When the American expeditionary forces left France, 75,000 automobiles remained in that country. It was decided that the best way to dispose of them would be to sell them. The minister of finance, Poincaré, reports that \$2,000 of these automobiles have been sold, leaving but 18,000. It is expected, according to the same authority, that these, too, will be disposed of by the end of the year.—Motor Life.

During seven months of 1919, 52 itinerant motor trucks operated out of Sioux City, Ia., hauled 58,000 head of hogs, 6,200 head of sheep and 480 cattle to the packing houses at Sioux City. This system covers 1,100 miles of highway and runs into the state of Minnesota, Nebraska, South Dakota and Iowa.—Goodrich.

## TRUCK DRIVERS LEAD IN ROAD COURTESIES

With the rapid increase of motor travel on the nation's highways, there is a growing demand that all motorists observe with greater care some of the simple rules of fairness and safety.

The driver who refuses to show courtesy to other cars is growing in disfavor, and his unpopularity bids fair to increase rather than grow less.

One of the most despised types of discourteous driver is the one termed "road hog." He is the fellow who insists on taking two-thirds of the road and crowding your car off the paved roads when you meet him, or who refuses to turn out so you can get by when you overtake him. By his tactics he not only takes joy out of the lives of other motorists but also actually endangers their safety.

Passenger car drivers might well follow the example of drivers of motor trucks on this point of giving the other fellow his share of the road. Every motorist who spends much time on highways frequented by motor trucks

## ESSEX MAKES A NEW CROSS-COUNTRY RECORD

Essex now holds the coveted transcontinental record.

On August 9 an Essex five-passenger touring car reached New York from San Francisco, covering the distance of 3,345 miles in just four days, 14 hours and 42 minutes, beating the best previous record of another car by 12 hours and 48 minutes.

At the same time an Essex traveling from New York to San Francisco made the transcontinental run in four days, 19 hours and 17 minutes, beating the best time this way by over 22 hours.

Two other Essex cars also made the run, one from San Francisco to New York in four days, 21 hours and 56 minutes, and the other from New York to San Francisco in five days, six hours and 13 minutes. Both of these cars, however, encountered heavy rainstorms and deep mud in the West.

Aside from the fact that this is a new record, it is also the first time in history that an automobile has been permitted to carry mail across the continent. All cars carried bags of first-class mail and every driver was, in the eyes of the government, a postman.

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## properly sworn in and under bond to the government.

The cars were not driven, at any point, by professional drivers. The entire trip was supervised by Essex distributors and dealers along the route and they furnished drivers from their own organizations. In all, probably 25 drivers took the cars across the continent, which is an even greater testimony of the performance and reliability of the car.

The second westbound car was diverted from its route on the way to San Francisco long enough to establish a new record from New York to Chicago of 21 hours, 42 minutes and 39 seconds, beating the best previous record by over two hours.

VERY WELL.

"On May 12 we sent you a Columbia automobile publicity story, the first sentence of which read, 'The incentive behind the sales of 80 per cent of the automobiles is woman, lovely woman.' This should have read 'The incentive behind the sales of 80 per cent of the automobiles is woman, lovely woman.' Will you kindly change this word 'lovely' to 'lovely' when using the story?"

Motor Life.

Read News Scimitar Wants.



# Built to Give Low Cost Ton Mile

IN the new Ton-and-a-Quarter Model 25 Garford we present the sturdiest Motor Truck of that capacity built today.

It is in the truest sense a Garford—designed and built not merely to widen but to enhance Garford reputation for efficiency and durability.

Garford resources and facilities for

its production in large quantities are exceptional.

Conditions most favorable for standardizing high-quality manufacture enable us to establish in this Garford a value of outstanding dominance.

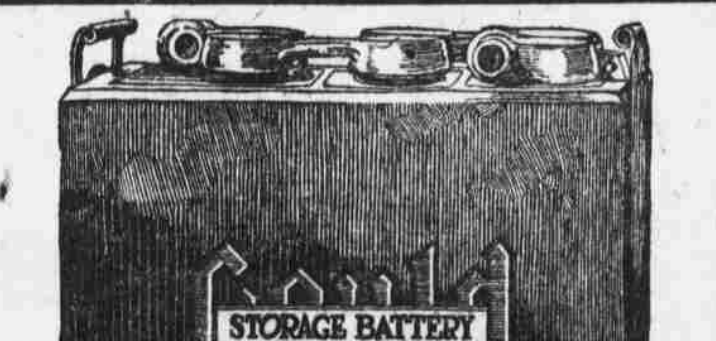
This new Garford materially widens the field in which Garfords deliver the LOW COST TON MILE.

"Users Know"

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## Endurance Contest

\$4,000  
in Cash Prizes

Has your car a Gould Starting Battery? If so, enter it today in this contest. No cost, just a few minutes of your time filling out a blank; that's all.

Try for one of the twenty-three cash prizes offered for the oldest Gould Automobile Starting Batteries that are still in serviceable condition.

First Prize ..... \$1,000  
Second Prize ..... 600  
Third Prize ..... 400

20 District Prizes of \$100 Each  
Contest Opens Oct. 1 and Closes Oct. 31

We supply complete details and free entry blank. Contestants may enter up to midnight, October 31—but don't wait until the last moment. Come in for your blank today.

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Gould Distributors For Tri-State

Square Deal Battery Service

Repairs and Replacements Refilling and Recharging  
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